



State Highway Administration *Driven to Excel*

Maryland Department of Transportation

David J. Coyne  
District Engineer

# Transportation Funding Process

# CTP Development Process

**Preservation  
Needs**

**County Priority  
Letters**

**Highway Needs  
Inventory**

**Fiscal Constraint**

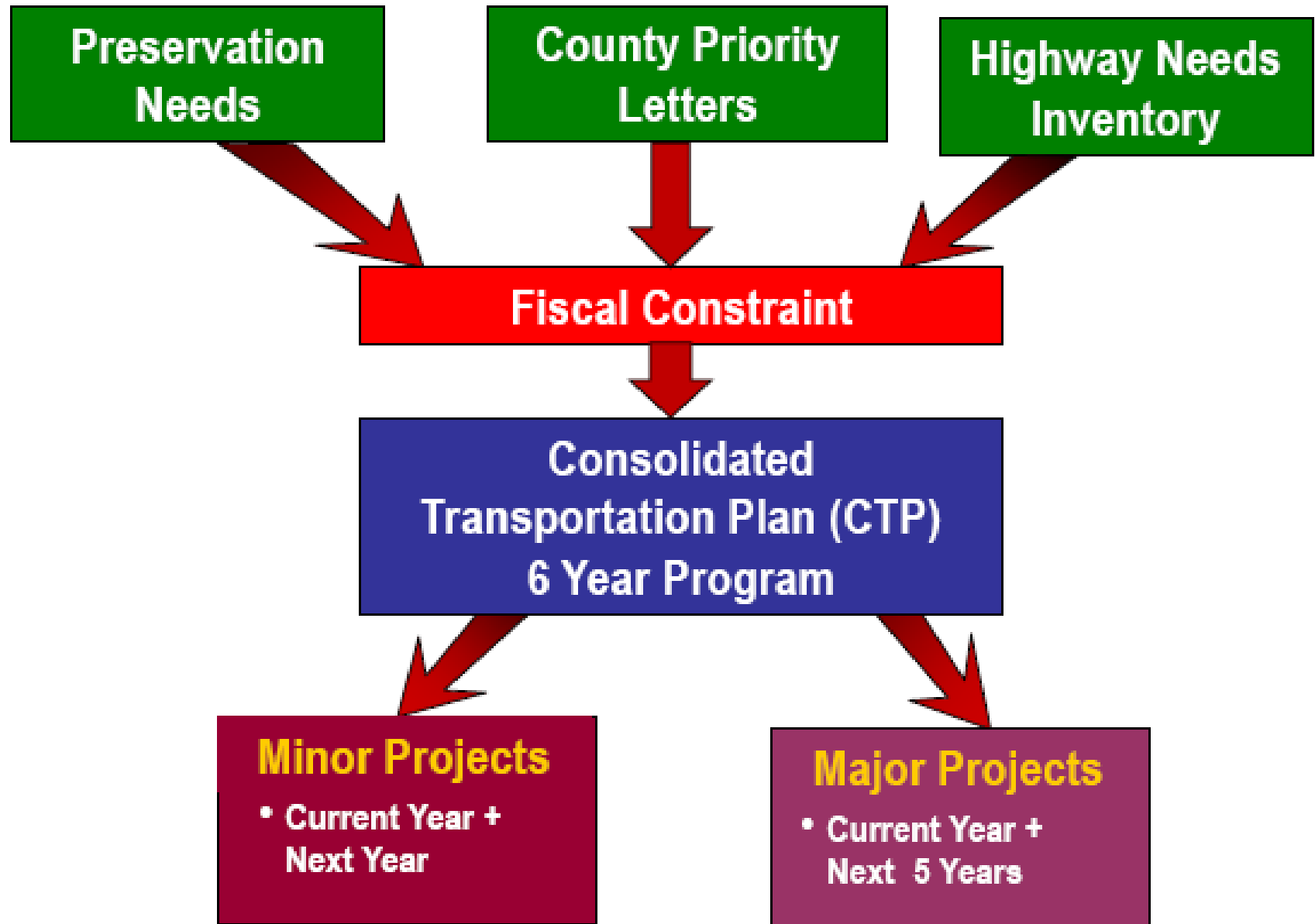
**Consolidated  
Transportation Plan (CTP)  
6 Year Program**

## **Minor Projects**

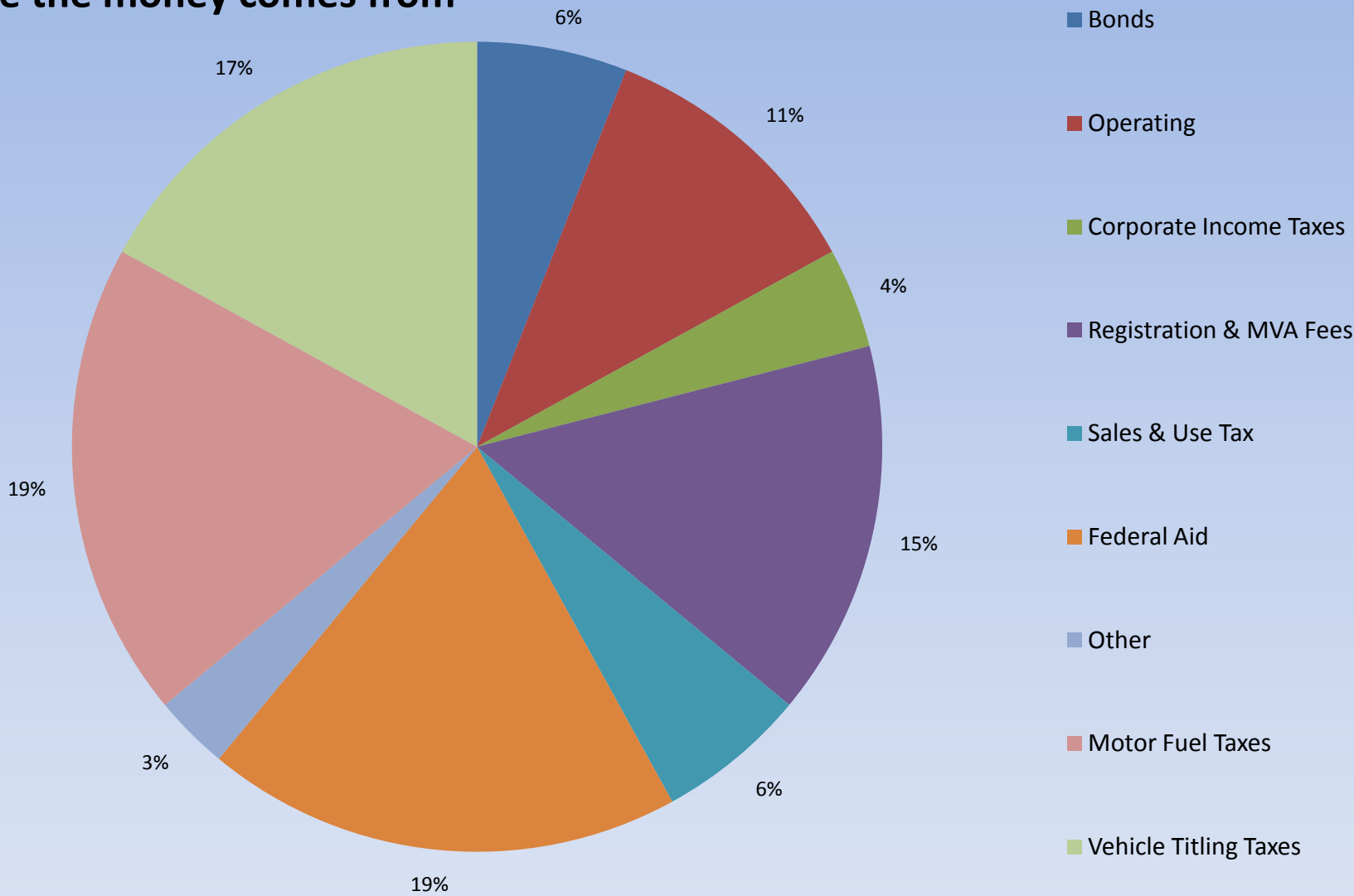
- Current Year +  
Next Year

## **Major Projects**

- Current Year +  
Next 5 Years

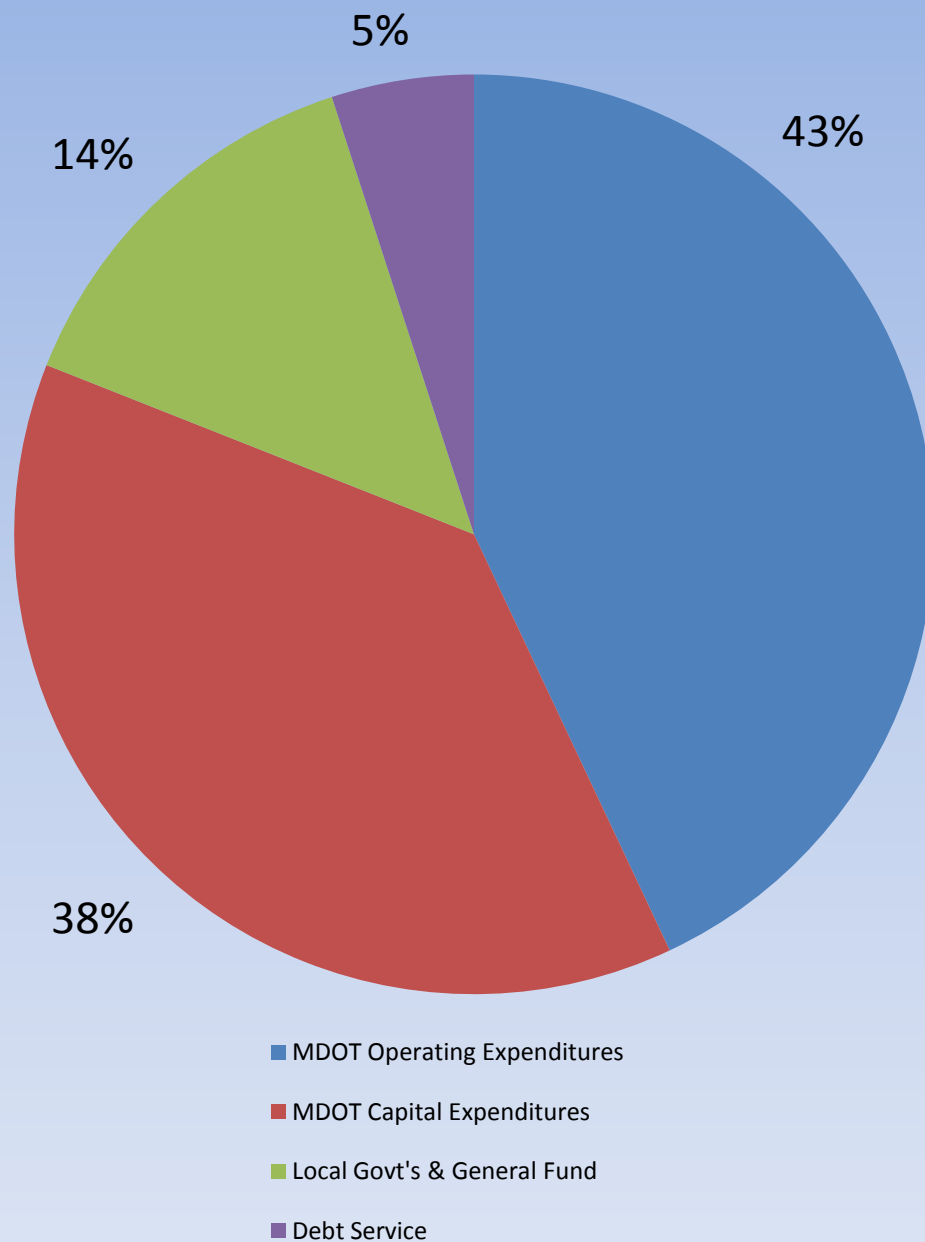


# Transportation Revenues: Where the money comes from



Total projected revenues: \$19.4 Billion, FY 2010 - 2015





## Capital Expenditures

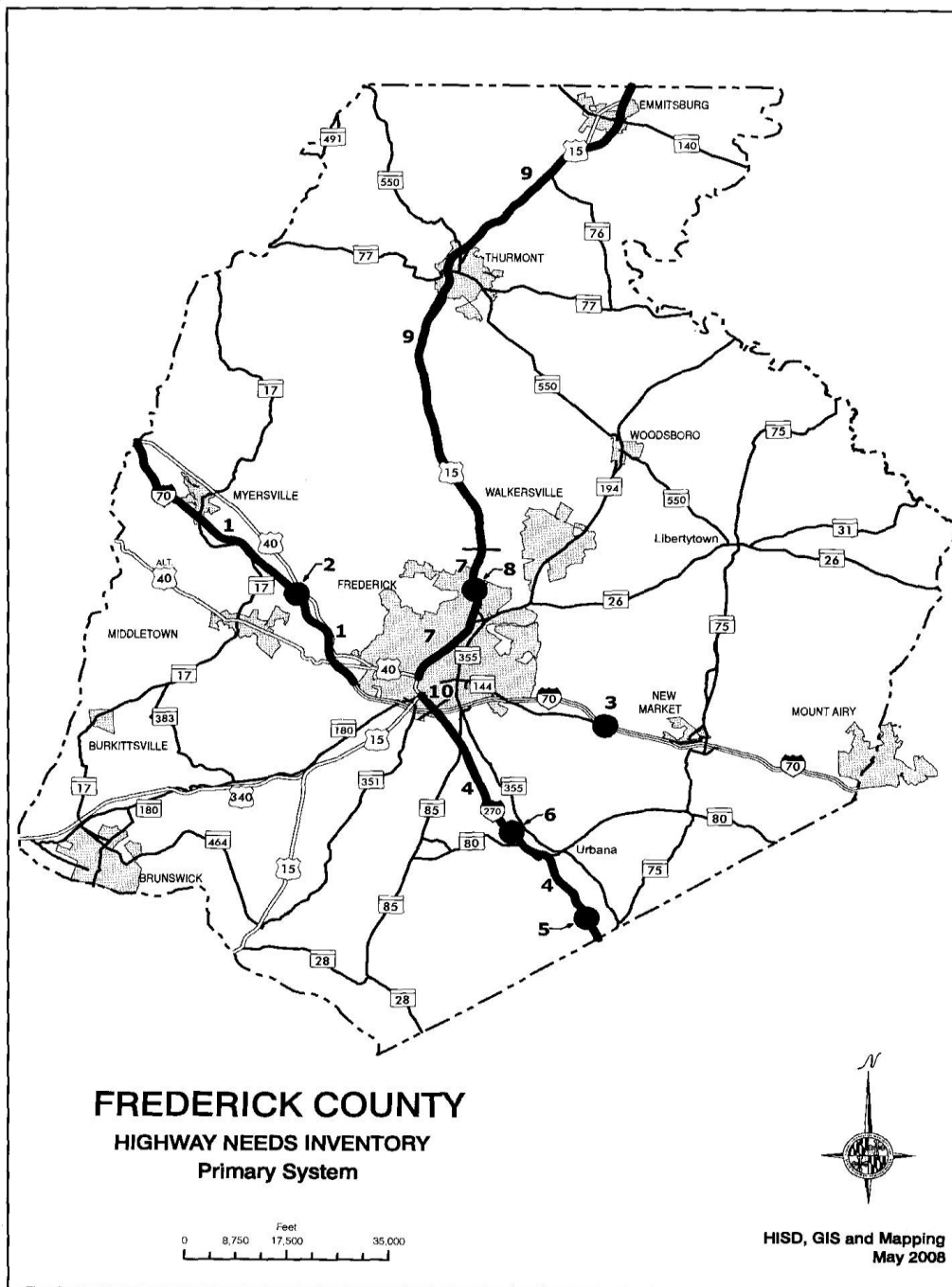
FY 2010-2015 CTP SUMMARY (\$ MILLIONS)					
	STATE FUNDS	FEDERAL AID	OTHER*	TOTAL	PERCENT OF TOTAL
TSO	128.9	0.8	-	129.7	1.4
MVA	136.6	2.0	-	138.6	1.5
MAA**	234.3	142.2	333.0	709.5	7.8
MPA	587.6	6.2	0.0	593.8	6.5
MTA	691.2	1,100.9	59.6	1,851.7	20.3
WMATA	660.1	16.4	666.2	1,342.7	14.7
SHA	2,294.0	2,046.5		4,340.6	47.8
TOTAL	4,732.7	3,315.1	1,058.8	9,106.6	100.0

\* Funds not received through the Trust Fund. Includes some funds from Maryland Transportation Authority (MdTA), Passenger Facility Charges (PFC), Customer Facility Charges (CFC), Maryland Economic Development Corporation (MEDCO) and federal funds received directly by WMATA.

\*\* Projects using non-trust fund financing sources are included in the total.

TSO – Transportation Secretary's Office  
MVA – Motor Vehicle Administration  
MAA – Maryland Aviation Administration  
MPA – Maryland Port Administration  
MTA – Maryland Transit Administration  
WMATA – Washington Metropolitan Area Transit Authority  
SHA – State Highway Administration

# Highway Needs Inventory

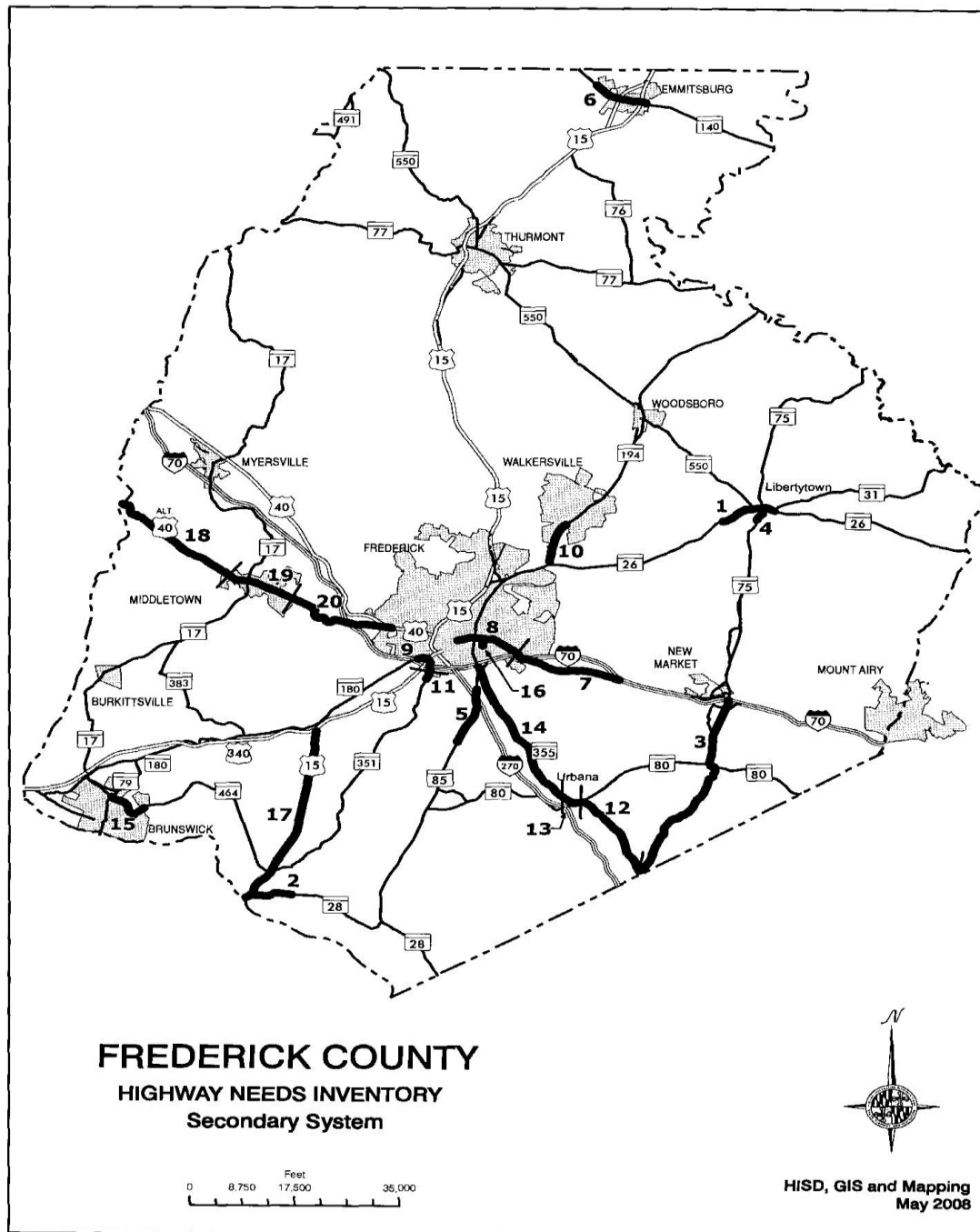


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Frederick County - Primary

(revised 2008)

Map Ref.	Route-Route Name Limits	Length	Improvement Type Cost (\$000)
1	IS 70 Eisenhower Memorial Highway Washington County line to west of Mt. Phillip Road	11.6	Freeway reconstruct \$318,400
2	IS 70 Eisenhower Memorial Highway At Hollow Road	0.5	Interchange construct \$88,400
3	IS 70 Baltimore National Pike At Meadow Road/Ijamsville Road	0.5	Interchange reconstruct \$48,900
4	IS 270 Dwight Eisenhower Highway Montgomery County line to I-70 (US 40)	10.1	Freeway reconstruct (includes Managed lanes) \$1,024,700
5	IS 270 Dwight Eisenhower Highway At MD 75	0.6	Interchange construct (includes extending MD 75 from MD 355 to I-270) \$57,300
6	IS 270 Eisenhower Memorial Parkway At Park Mills Road	0.5	Interchange construct \$48,900
7	US 15 Frederick Freeway US 40 to North of Biggs Ford Road	6.1	Freeway reconstruct \$549,200
8	US 15 Frederick Freeway At Monocacy Boulevard	0.5	Interchange construct \$48,900
9	US 15 Catoclin Mt. Highway North of Biggs Ford Road to Pennsylvania State line	19.8	Freeway reconstruct. \$291,800
10	US 40 Frederick Freeway US 15 to I-270	0.6	Freeway reconstruct \$63,000



# HIGHWAY NEEDS INVENTORY

Frederick County - Secondary

(revised 2008)

Map Ref.	Route-Route Name Limits	Length	Improvement Type Cost (\$000)
1	MD 26 Liberty Road Artie Kemp Road to MD 31	1.8	2 lane reconstruct \$24,400
2	MD 28 Tuscarora Road relocated East of US 15 to 0.5 mile east of Rock Hall Road	1.3	2 lane reconstruct \$14,200
3	MD 75 Green Valley Road MD 355 to I-70	9.9	2 lane reconstruct \$86,400
4	MD 75 Walnut Street Jones Road to MD 26	0.5	2 lane reconstruct \$4,500
5	MD 85 Buckeystown Pike English Muffin Way to north of Grove Road.	2.1	Multi-lane divided reconstruct \$184,000
6	MD 140 Main Street Harney Road to Tract Road	1.8	2 lane reconstruct \$13,500
7	MD 144 FA Old National Pike Meadow Road/I-70 interchange to MD 870G	3.5	2 lane reconstruct
8	MD 144 FA West Patrick Street Bowmans Farm Road to Jefferson Street	2.5	Multi-lane urban reconstruct \$15,800
9	MD 180 Jefferson Pike I-70 to Ballenger Center Drive	0.8	Multi-lane reconstruct \$20,000
10	MD 194 Woodsboro Pike 0.1 mile north of MD 26 to Devilbliss Road	1.5	Divided highway reconstruct \$25,700
11	MD 351 Ballenger Creek Pike Crestwood Blvd. to Ballenger Center Drive	0.3	Multi-lane reconstruct \$23,000

# HIGHWAY NEEDS INVENTORY

Frederick County - Secondary  
(revised 2008)

Map Ref.	Route-Route Name Limits	Length	Improvement Type Cost (\$000)
12	MD 355 Urbana Pike MD 75 to MD 80	3.3	Multi-lane reconstruct \$65,300
13	MD 355 Urbana Pike MD 80 to north of Urbana	0.6	Multi-lane reconstruct \$14,300
14	MD 355 Urbana Pike North of Urbana to MD 85	5.7	Multi-lane reconstruct \$114,200
15	MD 464 Souder Road MD 79 to Corporate limits of Brunswick	1.4	2 lane reconstruct \$14,600
16	MD 475 East St. Extended South Street to proposed Walser Drive	0.3	Multi-lane construct \$7,800
17	US 15 Catoclin Mountain Highway Potomac River to US 340	6.8	Freeway reconstruct \$155,200
18	US 40 AL Old National Pike Washington County line to west of Middletown	4.5	2 lane reconstruct \$29,300
19	US 40 AL West/East Main Street West of Middletown to West of Hollow Road	2.2	2 lane urban reconstruct \$28,500
20	US 40 AL Old National Pike West of Hollow Road to US 40	3.7	Multi-lane reconstruct \$83,800





*Maryland Department of Transportation*

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# **CONSOLIDATED TRANSPORTATION PROGRAM**

**2010 State Report on Transportation • FY 2010–2015**

*Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor  
Beverley K. Swaim - Staley, Secretary*



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# CONSOLIDATED TRANSPORTATION PROGRAM (CTP)

## What is the CTP?

- THE CTP IS A 6-YEAR SPENDING PLAN
- IS PART OF THE STATE REPORT ON TRANSPORTATION (*Other Part is the Maryland Transportation Plan and Attainment Report*)
- COVERS MDOT AND ALL THE MODES
- DESIGNATES CAPITAL PROJECTS AND OPERATING PROGRAMS
- SHOWS CAPITAL PROJECT COSTS AND SCHEDULES THAT ARE WITHIN FINANCIAL CAPABILITIES
- INCLUDES 6-YEAR FORECAST OF REVENUES
- COMMITMENT TO THE ELECTED OFFICIALS AND THE PUBLIC
- UPDATED ANNUALLY
- REQUIRED BY LAW TO BE DEVELOPED AND SUBMITTED TO LEGISLATURE EACH JANUARY

## MAJOR CTP CATEGORIES

- Major Projects – *new highways, reconstruction of existing highways, new interchanges, interchange reconfigurations, major highway widening, and bridge replacements.*
  - Construction Program - *includes major projects that are funded for construction within the 6-year program*
  - Development and Evaluation (D&E) Program – *includes major projects that may be funded for PP, PE and RW acquisition phases, but NOT construction.*
- Minor Projects – *system preservation projects, traffic control, park-n-ride, intersection improvements, bridge rehabilitation, transportation enhancements, projects not adding significant capacity improvements.*

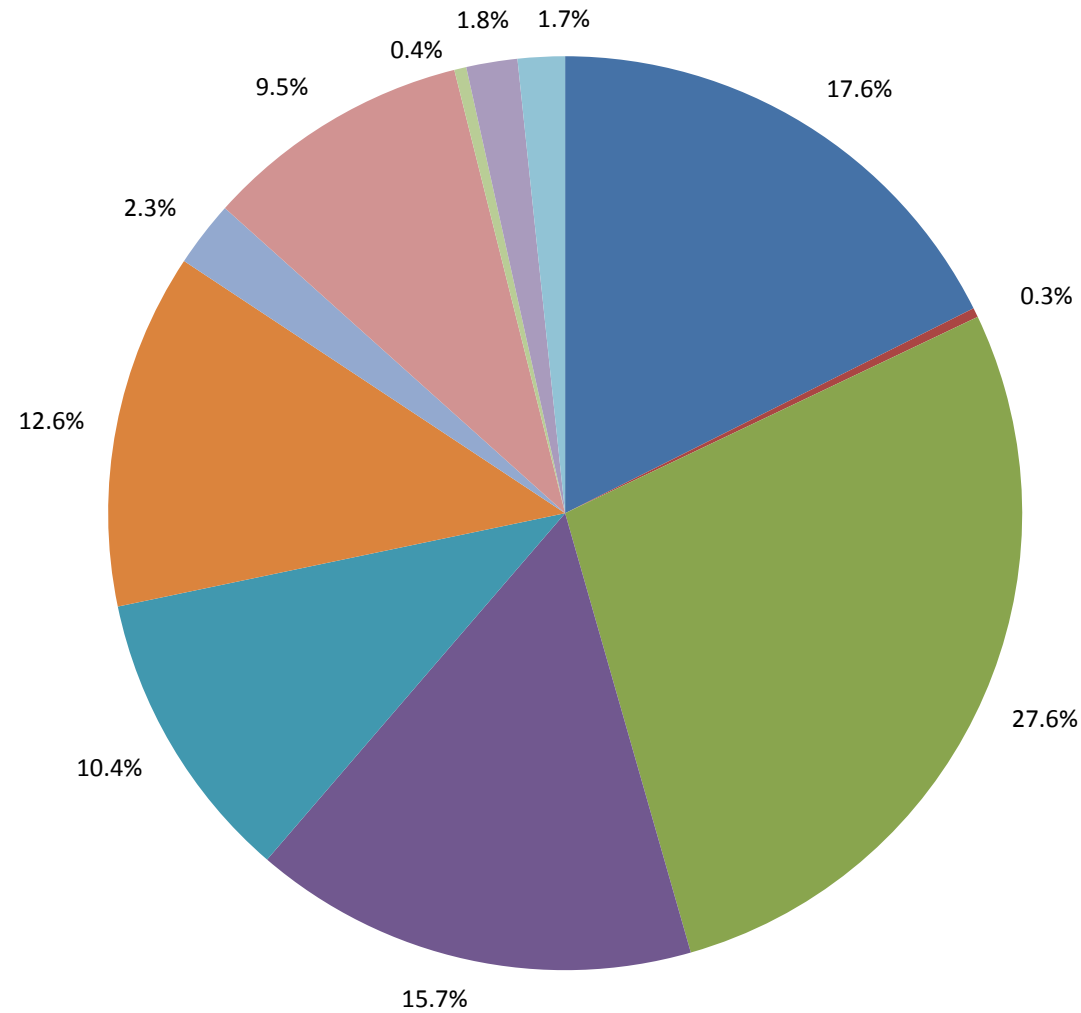
# ARRA Funds - Maryland

Total ARRA Highway Funds for Maryland:	\$431.0 million
Amount Allocated to Counties:	\$ 62.0 million
Amount Allocated to Baltimore City:	\$ 35.1 million
Amount Allocated for MTA Projects:	\$ 17.1 million
Amount for SHA Highway Projects:	\$316.8 million

As of July 15, 2010 SHA has:

- Advertised 116 ARRA Projects
- Opened Bids on 116 ARRA Projects
- Awarded Contracts on 116 ARRA Projects
- Issued Notice to Proceed on 116 ARRA Projects

## Distribution of Project Types Based on Total Cost

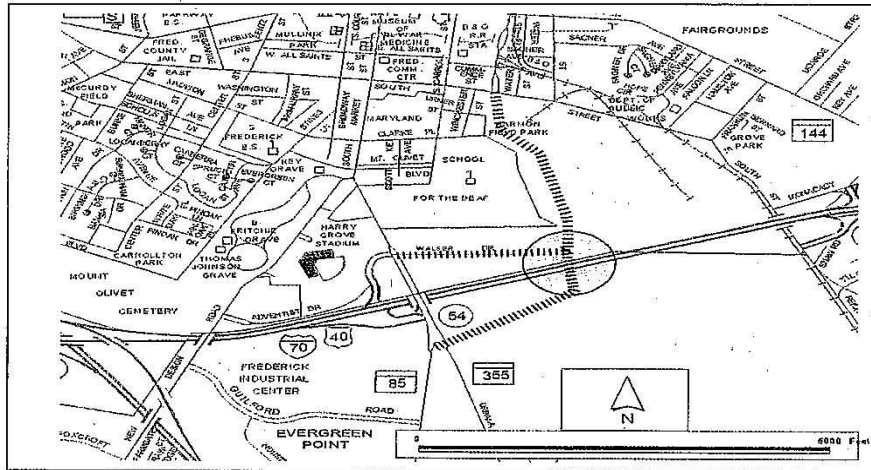


### Program Type

Major Highway construction/reconstruction	740
Woodrow Wilson Bridge	14
Resurfacing	1,162
Bridge replacement/rehabilitation	662
Other	438
Safety/Drainage/Intersection Capacity	529
Neighborhood Conservation/Urban Reconstruction	98
Traffic Management/CHART	398
Sound Barriers	18
Park-n-Ride/Sidewalks/Bicycle/ADA Retrofit	76
Environmental Preservation/Compliance	70

# **CONSTRUCTION PROGRAM**

- **FOUR INTERSTATE PROJECTS**
- **THREE SECONDARY PROJECTS**

**PROJECT:** I-70, Baltimore National Pike

**DESCRIPTION:** This project will construct an extension of MD 475 (East Street) from South Street to the proposed Monocacy Boulevard (formerly Walser Drive). This project also will include the construction of stormwater management ponds and a pumping station along Monocacy Boulevard. In addition, the project will include an urban diamond interchange including a new structure over I-70 and exit/entrance ramps from Westbound I-70 to Walser Drive. This project will also include the construction of a new MD 355 Bridge over I-70.

**JUSTIFICATION:** Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick from I-70. This project will also provide access to the new downtown MARC station.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input checked="" type="checkbox"/> Grandfathered                                 |  |

**ASSOCIATED IMPROVEMENTS:**

I-70, Mt. Phillip Road to MD 144 FA (Line 8)  
I-270 and US 15, Multi-Modal Corridor Study (Line 10)

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** The cost increase of \$1.5 million is due to the addition of FY09 Federal Aid Appropriations Funds.

**Federal Funding By Year of Obligation**

PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2011	2012	2013	2014	2015		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	10,280	9,780	500	0	0	0	0	0	0	500	0
Right-of-way	17,820	17,357	463	0	0	0	0	0	0	463	0
Construction	78,832	65,073	13,759	0	0	0	0	0	0	13,759	0
Total	106,932	92,210	14,722	0	0	0	0	0	0	14,722	0
Federal-Aid	87,866	75,486	12,380	0	0	0	0	0	0	12,380	0

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

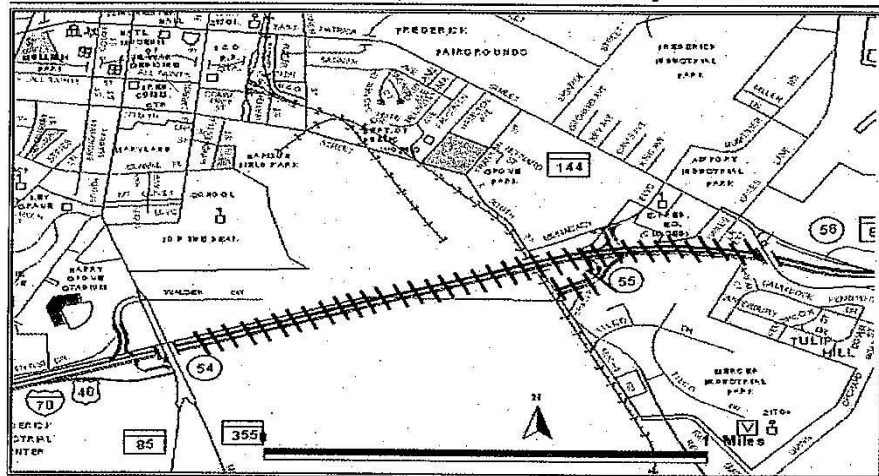
STATE SYSTEM: Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2009) - 4,000 - 9,150

PROJECTED (2030) - 24,000 - 36,250

**OPERATING COST IMPACT:** \$17,600 per year

**INTERSTATE CONSTRUCTION PROGRAM**

**DESCRIPTION:** Construction of Patrick Street intersection improvements, widen I-70 east of MD 355 to east of MD 144, (1.57 miles) replace the I-70 bridge over Reich's Ford Road, construct a new on-ramp from MD 144 to westbound I-70 and construct new exit/entrance ramps from eastbound/westbound I-70 to Reich's Road (Phase 2D).

**JUSTIFICATION:** Signed as I-70, this section was constructed as US 40 Relocated and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges. This project will enhance access to the City of Frederick and improve Interstate travel.

<input type="checkbox"/>	Project Not Location Specific or Location Not Determined	
<input checked="" type="checkbox"/>	Project Within PFA	<input type="checkbox"/> Project Outside PFA; Subject to Exception
<input checked="" type="checkbox"/>	Grandfathered	<input type="checkbox"/> Exception Approved by BPW/MDOT

I-70, Phase 2B, 2C and MD 475 from South Street to Monacacy Boulevard (Line 1)  
I-70, Mt. Phillip Road to MD 144FA (Line 8)  
I-270 and US 15 Multi-Modal Corridor Study (Line 11)

PHASE	Federal Funding By Year of Obligation					FEDERAL CATEGORY
	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	45000	0	0	0	IM/TC/BR

**STATUS:** Engineering and Right-of-way underway. Construction to begin in the budget fiscal year.

**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** Moved from the Development and Evaluation Program to the Construction Program.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER						
TOTAL				PROJECT CASH FLOW						
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2012.....	.....2013.....	.....2014.....	.....2015.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	4,095	118	2,000	1,977	0	0	0	0	3,977	0
Construction	45,000	0	0	13,588	18,124	13,288	0	0	45,000	0
Total	49,095	118	2,000	15,565	18,124	13,288	0	0	48,977	0
Federal-Aid	48,677	98	1,800	15,367	18,124	13,288	0	0	48,579	

STATE - Principal Arterial

**FEDERAL - Interstate**

**STATE SYSTEM :** Primary

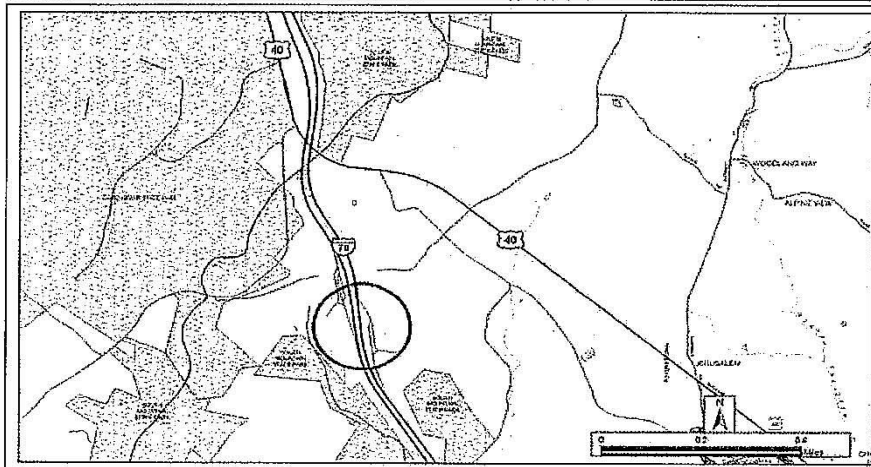
**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2009) - 89,750**

**PROJECTED (2030) - 102,900**

**OPERATING COST IMPACT:** \$28,000 per year



**PROJECT:** I-70, Baltimore National Pike**DESCRIPTION:** Replacement of the South Mountain Visitor's Center.**JUSTIFICATION:** The facilities need to be updated and can no longer accommodate the increase in traffic.**SMART GROWTH STATUS:**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA  
☐ Grandfathered  
☐ Project Outside PFA; Subject to Exception  
☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** Moved to the Construction Program from the System Preservation Program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL
					2012	2013	2014	2015	2016	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,514	1,511	3	0	0	0	0	0	0	3
Right-of-way	31	31	0	0	0	0	0	0	0	0
Construction	19,788	4,477	15,311	0	0	0	0	0	0	15,311
Total	21,333	6,019	15,314	0	0	0	0	0	0	15,314
Federal-Aid	10,592	3,070	7,522	0	0	0	0	0	0	7,522

**FUNCTION:**

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

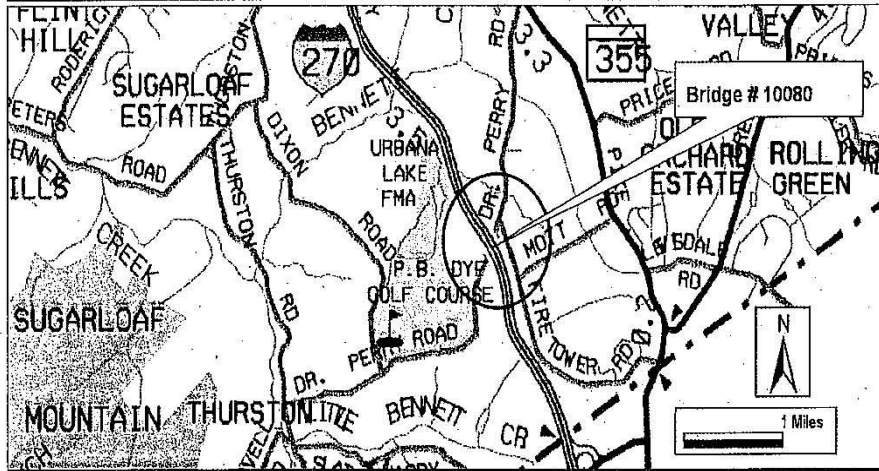
**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2009) - 63,000

PROJECTED (2030) - 82,000

OPERATING COST IMPACT: N/A



**PROJECT:** I-270, Eisenhower Memorial Highway**DESCRIPTION:** Replace Bridge 10080 over Doctor Perry Road.**JUSTIFICATION:** The existing bridge is deteriorated and in need of replacement.**SMART GROWTH STATUS:**

- ☐ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☒ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-270 and US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Construction underway.**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** None.

POTENTIAL FUNDING SOURCE:									
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				
					2012	2013	2014	2015	
Planning	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0
Right-of-way	90	80	10	0	0	0	0	0	10
Construction	9,068	3,649	5,419	0	0	0	0	0	5,419
Total	9,158	3,729	5,429	0	0	0	0	0	5,429
Federal-Aid	7,931	3,059	4,872	0	0	0	0	0	4,872

**FUNCTION:**

STATE - Rural Interstate

FEDERAL - Interstate

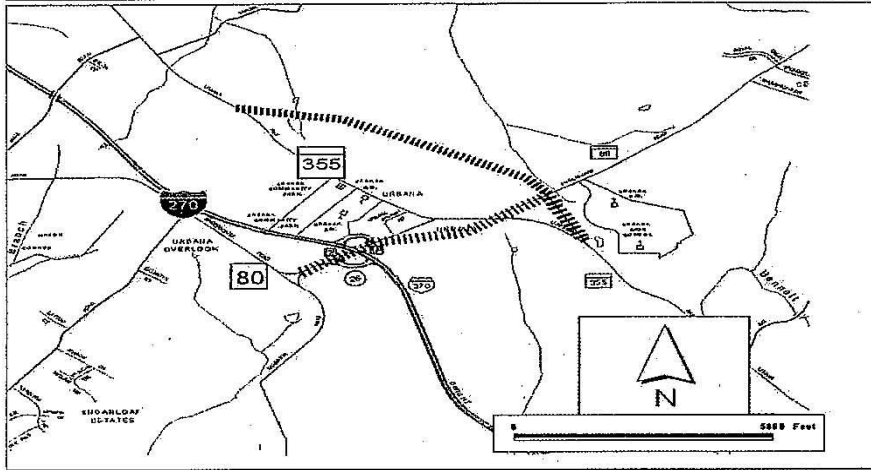
STATE SYSTEM: Primary

**DAILY TRAFFIC: (USAGE IMPACTS)**

CURRENT (2009) - 88,250

PROJECTED (2030) - 103,900

OPERATING COST IMPACT: N/A



**PROJECT:** MD 80 and MD 355 Relocated

**DESCRIPTION:** Reconstructed MD 80 and MD 355 to 4 lanes on relocation east of I-270, north and south of Urbana. Sidewalks were included where appropriate. Wide curb lanes and shoulders will accommodate bicycles.

**JUSTIFICATION:** These roadways serve the rapidly developing area of Urbana. This improvements provided the capacity needed to relieve existing MD 80 and MD 355. The improvements were constructed by developers in the area.

**SMART GROWTH STATUS:**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA  
☐ Grandfathered  
☐ Project Outside PFA; Subject to Exception  
☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-270 and US 15, Multi-Modal Corridor Study (Line 11)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service. This is a developer funded improvement.

**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					2012	2013	2014	2015	2016		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Major Collector

FEDERAL - Major Collector

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

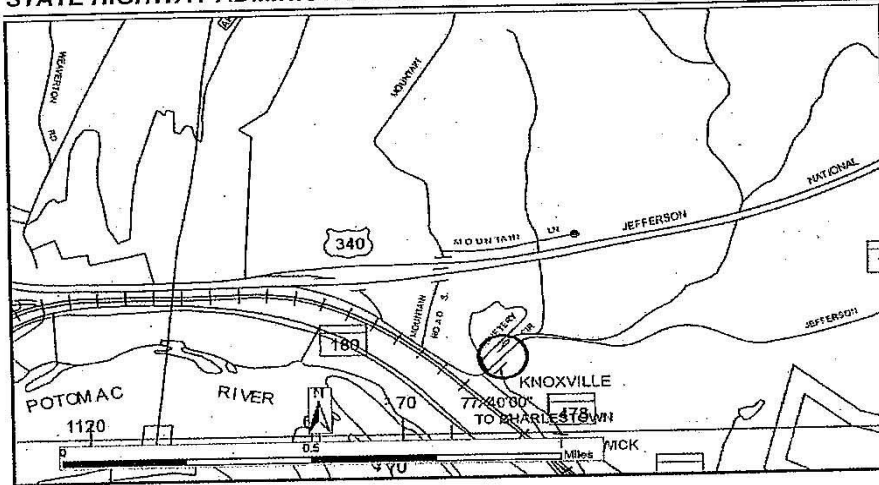
CURRENT (2009) - 11,300 (MD 355) 16,550 (MD 80)

PROJECTED (2030) - 26,000 (MD 355) 46,000 (MD 80)

OPERATING COST IMPACT: \$75,100 per year

# STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 6

## SECONDARY CONSTRUCTION PROGRAM



**PROJECT:** MD 180, Jefferson Pike

**DESCRIPTION:** Replaced structure 10178 over tributary of Potomac River.

**JUSTIFICATION:** The existing structure was structurally deficient and functionally obsolete.

### **SMART GROWTH STATUS:**

- ☐ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA  
☐ Grandfathered  
☐ Project Outside PFA; Subject to Exception  
☒ Exception Approved by BPW/MDOT

### **ASSOCIATED IMPROVEMENTS:**

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Open to Service.

**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** The cost increase of \$3.3 million is due to the removal and replacement of existing retaining walls and private bridges.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
		PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					2012	2013	2014	2015			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	874	874	0	0	0	0	0	0	0	46	0
Right-of-way	208	162	46	0	0	0	0	0	2,974	0	0
Construction	5,240	2,266	2,974	0	0	0	0	0	3,020	0	0
Total	6,322	3,302	3,020	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

### **FUNCTION:**

STATE - Urban Local

FEDERAL - Minor Collector

STATE SYSTEM : Secondary

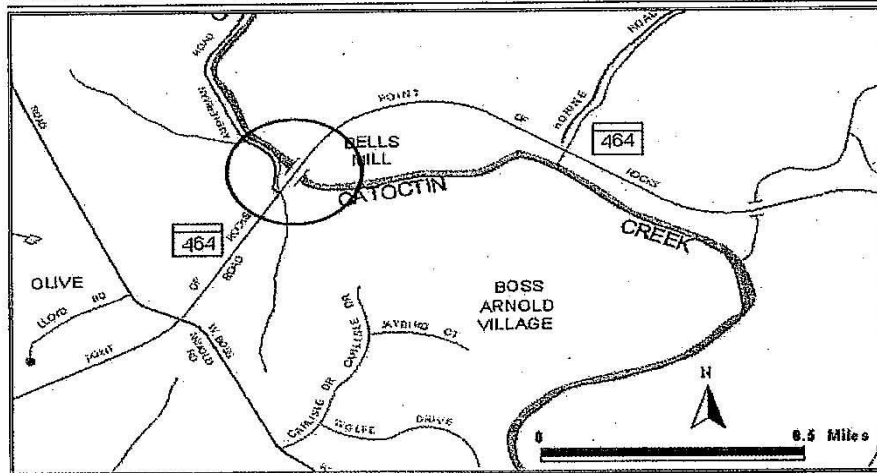
**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2009) - 1,500

PROJECTED (2030) - 15,550

**OPERATING COST IMPACT:** N/A





**DESCRIPTION:** Replace Bridge 10091 over Catoctin Creek.

**JUSTIFICATION:** The existing bridge is structurally deficient and functionally obsolete.

<input type="checkbox"/>	Project Not Location Specific or Location Not Determined		
<input type="checkbox"/>	Project Within PFA	<input type="checkbox"/>	Project Outside PFA; Subject to Exception
<input type="checkbox"/>	Grandfathered	<input checked="" type="checkbox"/>	Exception Approved by BPW/MDOT

### ASSOCIATED IMPROVEMENTS:

PHASE	Federal Funding By Year of Obligation					FEDERAL CATEGORY
	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	4378	0	0	0	0	BR/TC

**STATUS:** Right-of-way underway. Construction to begin during current fiscal year.

**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** Added to the Construction Program.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL	EXPEND	CURRENT	BUDGET	FOR PLANNING PURPOSES ONLY				SIX	BALANCE	
	ESTIMATED				THRU	YEAR	YEAR	.....2012.....			.....2013.....
	(\$000)	2009	2010	2011					TOTAL	COMPLETE	
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	823	661	162	0	0	0	0	0	162	0	
Right-of-way	12	0	10	2	0	0	0	0	12	0	
Construction	4,378	0	1,359	3,019	0	0	0	0	4,378	0	
Total	5,213	661	1,531	3,021	0	0	0	0	4,552	0	
Federal-Aid	5,009	510	1,480	3,019	0	0	0	0	4,499	0	

**STATE -** Urban Minor Arterial

**FEDERAL - Major Collector**

**STATE SYSTEM :** Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

**CURRENT (2009) - 9,950**

PROJECTED (2030) - 14,150

**OPERATING COST IMPACT:** N/A

# **DEVELOPMENT AND EVALUATION**

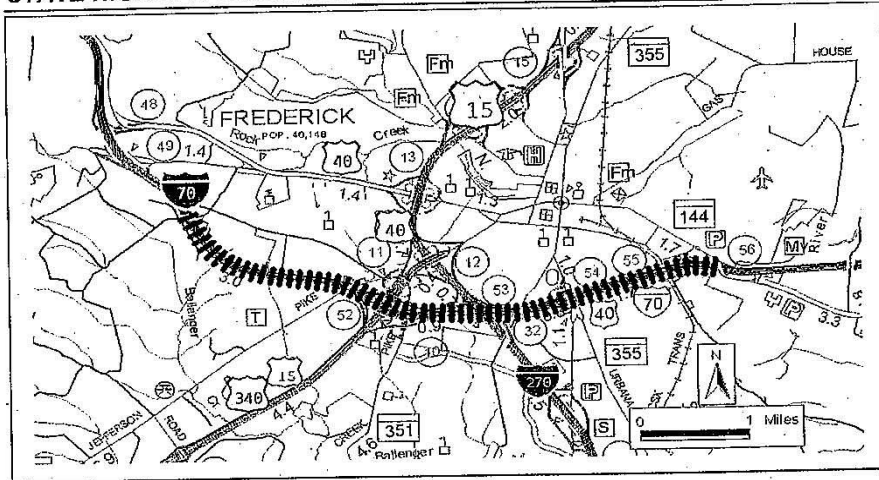
**THREE INTERSTATE PROJECTS**

**ONE PRIMARY PROJECT**

**TWO SECONDARY PROJECTS**

# STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 8

## INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** I-70, Baltimore National Pike

**DESCRIPTION:** Upgrade existing I-70 from Mt. Phillip Road to MD 144 FA (5.30 miles).

**JUSTIFICATION:** Although signed as I-70, this section was constructed as US 40 Relocated (the Frederick Bypass) and does not meet current Interstate highway standards. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the existing 4 lane section to 6 lanes and reconstruction of the interchanges.

### SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☒ Grandfathered ☐ Exception Approved by BPW/MDOT

### ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C and MD 475 from South Street to Monacacy Boulevard (Line 1)  
 I-70, Phase 2D (Line 2)  
 I-270 and US 15 Multi-Modal Corridor Study (Line 10)

**STATUS:** Partial Engineering underway. An additional \$3.3 million is needed to complete Engineering and \$4.1 million is needed to complete Right-of-way.

**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** None.

### Federal Funding By Year of Obligation

PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

### POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

### PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2011	2012	2013	2014		
Planning	1,251	1,251	0	0	0	0	0	0	0	0
Engineering	6,953	6,694	20	20	219	0	0	0	0	0
Right-of-way	21,494	21,494	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	29,698	29,439	20	20	219	0	0	0	259	0
Federal-Aid	13,848	13,615	18	18	197	0	0	0	233	0

### FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

### DAILY TRAFFIC: (USAGE IMPACTS)

CURRENT (2009) - 97,050

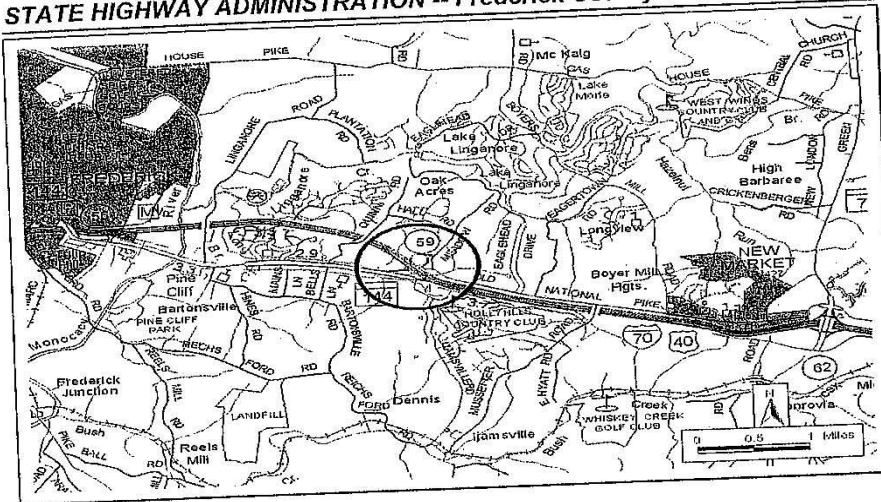
PROJECTED (2030) - 141,200

OPERATING COST IMPACT: N/A



# STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 9

## INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** I-70, Baltimore National Pike

**DESCRIPTION:** Study to construct interchange improvements at Meadow Road.

**JUSTIFICATION:** This project will look at providing the missing westbound ramps to and from I-70. This will alleviate traffic on lower functioning routes into the City of Frederick.

### SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA  
☐ Grandfathered  
☐ Project Outside PFA; Subject to Exception  
☐ Exception Approved by BPWMDOT

### ASSOCIATED IMPROVEMENTS:

**STATUS:** Project Planning on hold. The County and SHA are discussing additional cost sharing arrangements to continue Planning.

**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** None.

### Federal Funding By Year of Obligation

PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

### POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

### PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					2012	2013	2014	2015		
Planning	48	48	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	48	48	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

### FUNCTION:

STATE - Urban Interstate

FEDERAL - Principal Arterial

STATE SYSTEM: Primary

### DAILY TRAFFIC: (USAGE IMPACTS)

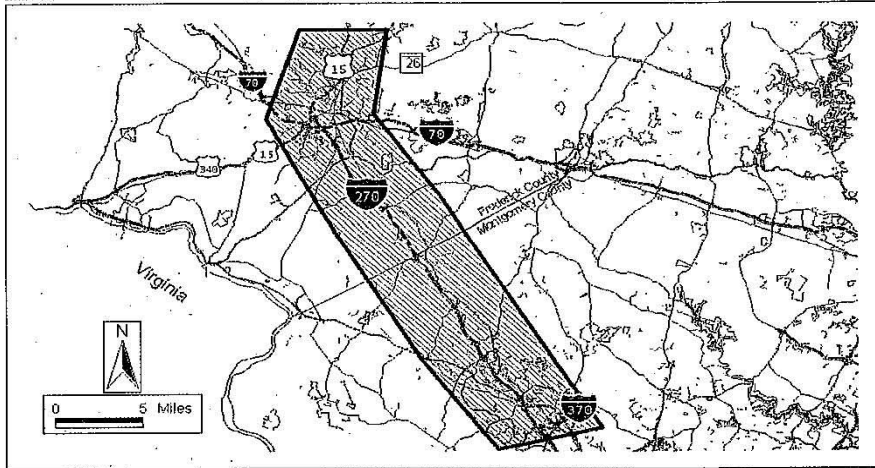
CURRENT (2009) - 81,150

PROJECTED (2030) - 106,400

OPERATING COST IMPACT: N/A

# STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 10

# INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** I-270, Eisenhower Highway, and US 15, Frederick Freeway

**DESCRIPTION:** Multi-modal corridor study to consider highway and transit improvements in the I-270/US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro Station to north of Biggs Ford Road (27.90 miles).

**JUSTIFICATION:** Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

## SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined  
☐ Project Within PFA ☐ Project Outside PFA; Subject to Exception  
☐ Grandfathered ☐ Exception Approved by BPW/MDOT

## ASSOCIATED IMPROVEMENTS:

- I-70, Phase 2B, 2C, MD 355 and MD 475 from South St. to Monocacy Blvd. (Line 1)  
 I-70, Phase 2D (Line 2)  
 MD 80 and MD 355 Relocated (Line 5)  
 I-70, Mt. Phillip Road to MD 144 (Line 8)  
 US 15, Interchange at Monocacy Boulevard (Line 11)

**STATUS:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** None.

## Federal Funding By Year of Obligation

PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

## POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

## PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2011	2012	2013	2014	2015		
Planning	17,460	16,930	530	0	0	0	0	0	0	530	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	1,057	1,057	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	18,517	17,987	530	0	0	0	0	0	0	530	0
Federal-Aid	12,222	11,851	371	0	0	0	0	0	0	371	0

## FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM : Primary

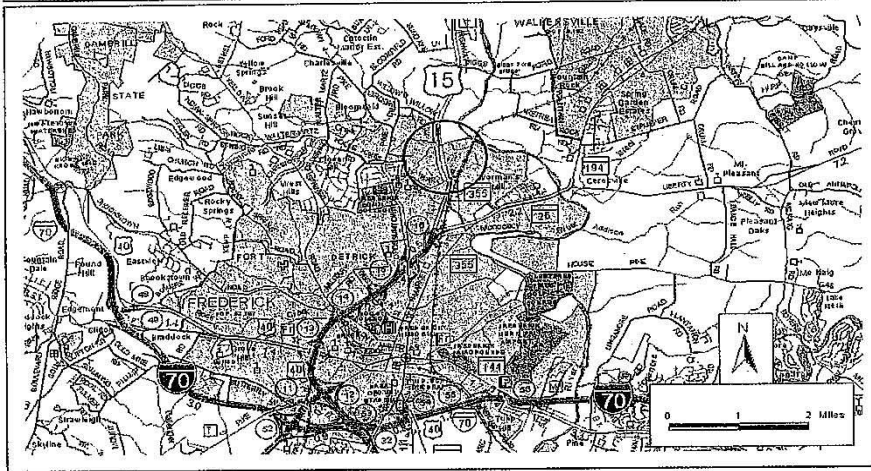
## DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 40,000 - 96,550 (US -15)  
 88,250 - 233,350 (I-270)

PROJECTED (2030) - 58,000 - 169,100 (US 15)  
 103,900 - 267,400 (I-270)

OPERATING COST IMPACT: N/A



**PROJECT:** US 15, Catocin Mountain Highway**DESCRIPTION:** Study to develop interchange options at Monocacy Boulevard. (BRAC Related)**JUSTIFICATION:** This project will examine a new interchange and Park-and-Ride lot in the vicinity of US 15 and Monocacy Boulevard to safely accommodate future traffic volumes associated with planned development.**SMART GROWTH STATUS:**

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA  
☐ Grandfathered  
☐ Project Outside PFA; Subject to Exception  
☐ Exception Approved by BPW/MDOT

**ASSOCIATED IMPROVEMENTS:**

I-270/US 15, Multi-Modal Corridor Study (Line 10)

Federal Funding By Year of Obligation						FEDERAL CATEGORY
PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Project Planning and Engineering underway. The County and City are providing \$4.0 million to proceed with Engineering. The cost shown is SHA share only.**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** Added \$0.3 million from FY 09 Federal Aid Appropriation Funds.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
TOTAL		PROJECT CASH FLOW							
PHASE	ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY				
					2012	2013	2014	2015	SIX YEAR TOTAL
Planning	0	0	0	0	0	0	0	0	0
Engineering	754	313	400	0	41	0	0	0	441
Right-of-way	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0
Total	754	313	400	0	41	0	0	0	441
Federal-Aid	488	226	262	0	0	0	0	0	262

**FUNCTION:**

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary**DAILY TRAFFIC : (USAGE IMPACTS)**

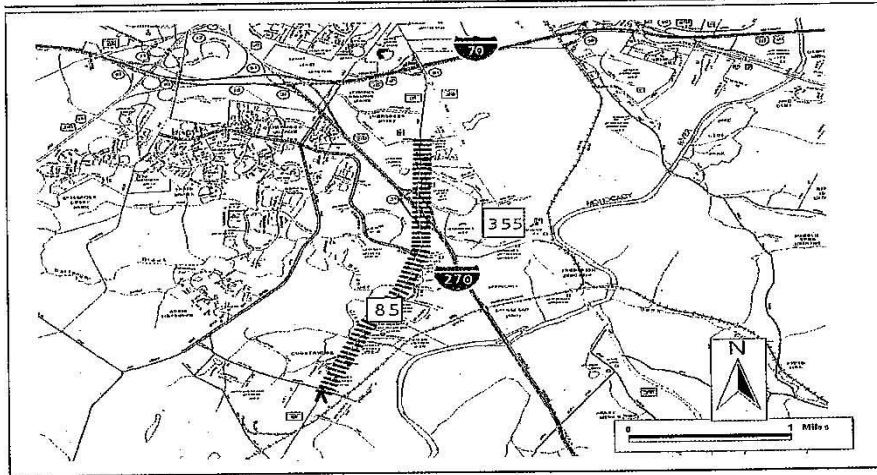
CURRENT (2009) - 42,750

PROJECTED (2030) - 75,600

**OPERATING COST IMPACT:** N/A

# STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 12

## SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** MD 85, Buckeystown Pike

**DESCRIPTION:** Upgrade MD 85 to a multi-lane divided highway from south of English Muffin Way to north of Grove Road (2.40 miles). Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** This project would relieve congestion and provide capacity for planned commercial development along the MD 85 corridor.

### SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined  
☒ Project Within PFA  
☐ Grandfathered  
☐ Project Outside PFA; Subject to Exception  
☐ Exception Approved by BPW/MDOT

### ASSOCIATED IMPROVEMENTS:

I-270 and US 15, Multi-Modal Corridor Study (Line 10)

### Federal Funding By Year of Obligation

PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**STATUS:** Partial Engineering underway. An additional \$11.8 million is needed to complete Engineering. County funding partial Engineering for \$1.5 million. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** None.

### POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

### PROJECT CASH FLOW

PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2009	CURRENT YEAR 2010	BUDGET YEAR 2011	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					2012	2013	2014	2015	2016		
Planning	531	531	0	0	0	0	0	0	0	0	0
Engineering	5,354	713	350	1,000	2,291	1,000	0	0	0	4,641	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	5,885	1,244	350	1,000	2,291	1,000	0	0	0	4,641	0
Federal-Aid	4,451	86	606	1,560	1,861	338	0	0	0	4,365	0

### FUNCTION:

STATE - Major Collector

FEDERAL - Urban Minor Arterial

STATE SYSTEM: Secondary

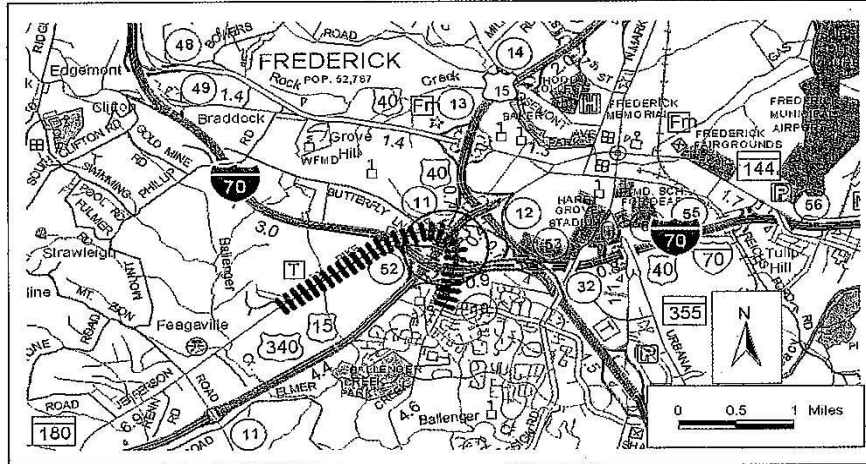
### DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2009) - 6,800 - 45,350

PROJECTED (2030) - 11,500 - 64,000

OPERATING COST IMPACT: N/A





**PROJECT:** MD 180/MD 351, Jefferson Pike/Ballenger Creek Pike

**DESCRIPTION:** Study to improve the existing capacity and traffic operations along MD 180 and MD 351 from Greenfield Drive to Corporate Drive, while supporting existing and planned development.

**JUSTIFICATION:** Land adjacent to existing MD 180 and MD 351 is experiencing rapid growth. Businesses and residential developments in the study area have contributed to operational failures along the existing roadway network, as indicated by heavily congested roads and high traffic volumes, especially during peak periods.

**SMART GROWTH STATUS:**

- |   |  |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA                            | <input type="checkbox"/> Exception Approved by BPW/MDOT            |
| <input type="checkbox"/> Grandfathered  |  |

**ASSOCIATED IMPROVEMENTS:**

I-70, Mt. Phillip Road to MD 144 (Line 8)  
 I-270/US 15, Multi-Modal Corridor Study (Line 10)  
 Butterfly Lane Improvements (Frederick County)

**STATUS:** Partial Project Planning underway. Frederick County contributing to Planning cost. The cost shown is SHA share only.

**SIGNIFICANT CHANGE FROM FY 2009 - 14 CTP:** None.

**Federal Funding By Year of Obligation**

PHASE	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 2014 - 2015	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

**POTENTIAL FUNDING SOURCE:**

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

**PROJECT CASH FLOW**

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2009			2011	2012	2013	2014	2015		
Planning	1,460	1,460	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	1,460	1,460	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

**FUNCTION:**

STATE - Minor Collector

FEDERAL - Collector

STATE SYSTEM: Secondary

**DAILY TRAFFIC: (USAGE IMPACTS)**

CURRENT (2009) - 25,600

PROJECTED (2030) - 53,450

OPERATING COST IMPACT: N/A



Thank you!

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